



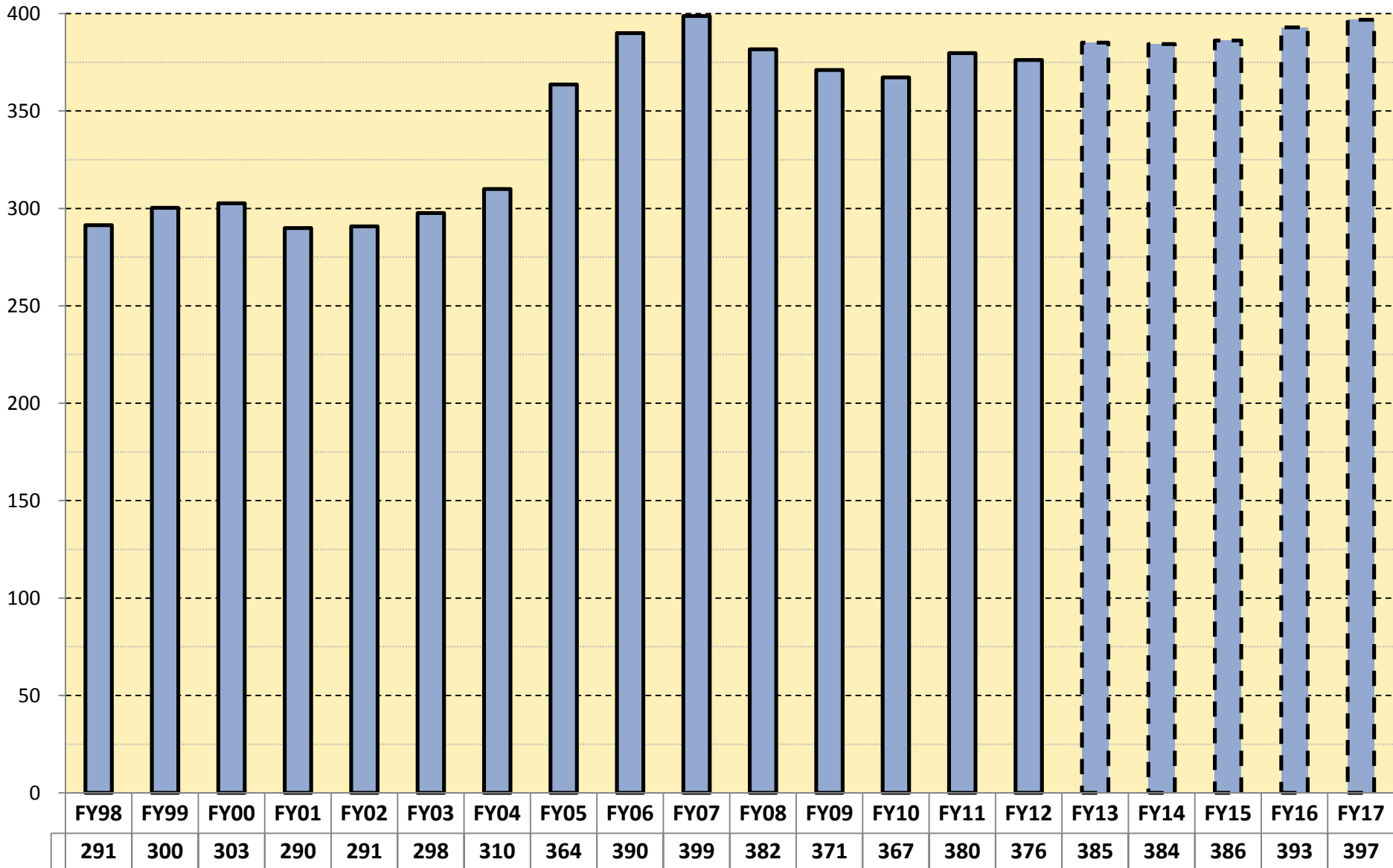
New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE

Transportation Infrastructure Revenue Subcommittee

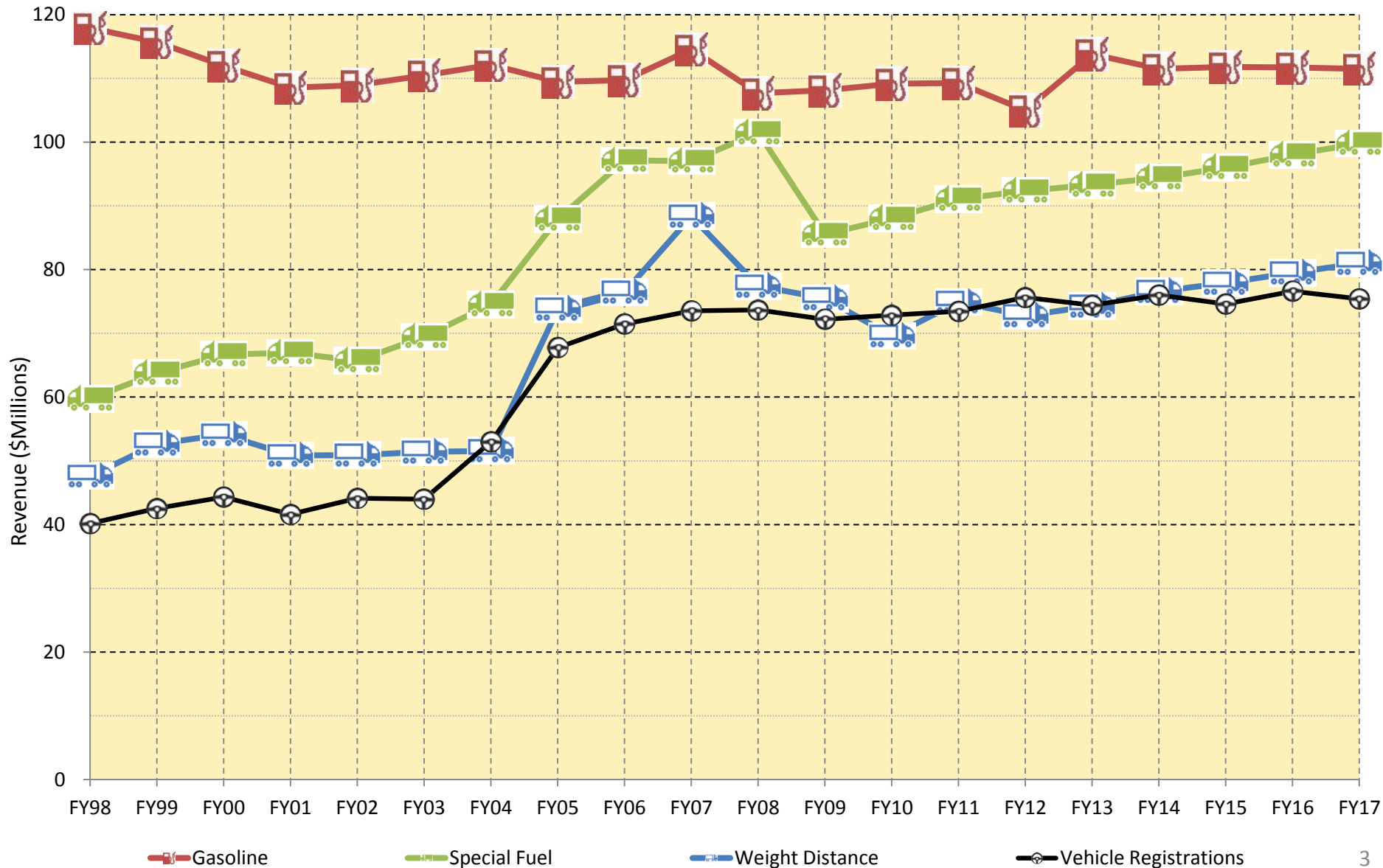
NMDOT Sources of Funding, Revenue
and Expenditures

July 22, 2013

Total State Road Fund Revenue (millions \$)



Four Major State Road Fund Revenue Sources (~92% of Total)

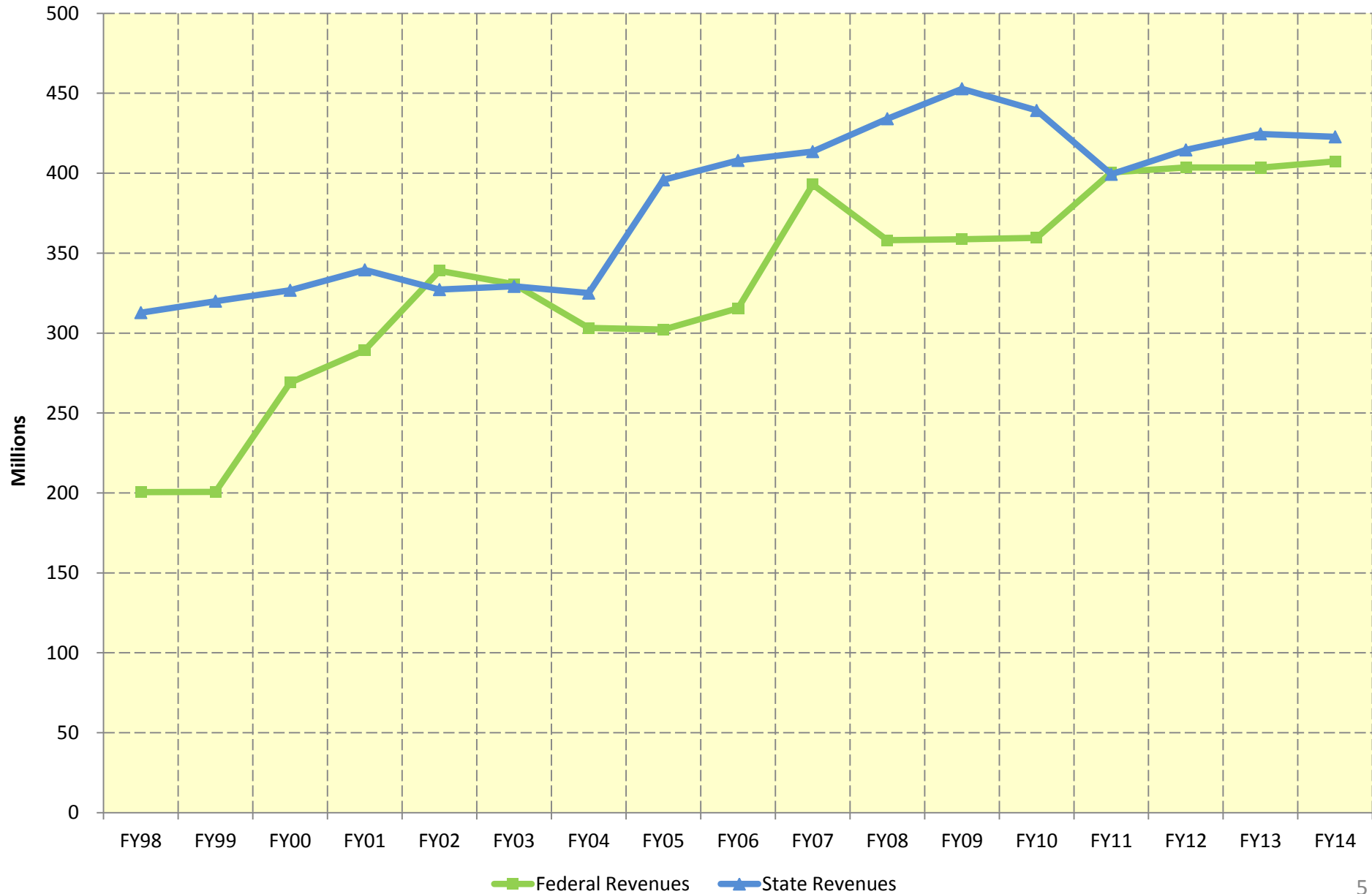


Distribution of State Road User Revenues

July, 2013 Preliminary DRAFT Forecast

Revenue to Road Fund by Fiscal Year (\$ Million)								% of total (FY 2014)	
		2010	2011	2012	2013	2014	2015	Road Fund	NMDOT State Rev
Gasoline Tax (17.0 cents / gallon)	→ 5.76% to County Government Road Fund								
	→ 0.13% to Motorboat Fuel Tax Fund								
	→ 0.26% to State Aviation Fund								
	→ 10.38% to Municipalities and Counties								
	→ 76.27% to State Road Fund - (~13 cents per gallon)	109.2	109.3	105.0	113.8	113.8	113.8	30%	27%
	→ 5.76% to Municipalities								
Special Fuel (diesel) Tax (21.0 cents/gallon -- effective 7/1/2004)	→ 1.44% to Municipal Arterial Program (MAP)								
	→ 90.48% to State Road Fund - (19 cents per gallon)	88.0	91.1	92.3	93.3	93.3	93.3	24%	22%
Petroleum Products Loading Fee (1.875 cents/gallon)	→ 9.52% to Local Governments Road Fund								
	→ 26.67% to Local Government Road Fund								
Weight Distance Tax (1¢-4¢/mile)	→ 73.33% to Corrective Action Fund								
	→ 100% to State Road Fund	69.6	74.9	72.8	74.3	74.3	74.3	19%	18%
Trip Tax (7¢-16¢/mile)	→ 100% to State Road Fund	5.5	6.0	5.7	5.1	5.1	5.1	1%	1%
	→ 100% to State Road Fund	3.8	4.7	4.8	4.8	4.8	4.8	1%	1%
Oversize / Overweight Fees	→ 100% to State Road Fund	1.4	2.7	0.9	4.2	4.2	4.2	1%	1%
	→ 100% to State Road Fund								
Motor Trans. Regulatory Fees	→ 50 cents on Each Registration to Beautification Fund								
	→ \$2.00 OF Each Motorcycle Registration to Motorcycle Training Fund								
Vehicle Registration Fees ((\$21-\$172/year) and Miscellaneous Motor Vehicle Fees	→ \$2.00 of each Motorcycle Registration to the Taxation & Revenue Department								
	→ 100% of Placard Fees to Taxation and Revenue Department								
	→ 100% of Penalty Assessment and Amateur Radio Fees to State Road Fund								
	→ Tire Recycling Fee (effective 7/1/2003):								
	→ \$ 1.00 Each Motorcycle								
	→ \$ 0.50 per wheel of each bus								
	→ \$ 1.50 each car or light truck								
	→ \$ 1.50 each heavy truck								
	→ Effective March 1, 2004 remaining revenues go to:								
	→ 74.65% to State Road Fund	72.9	73.4	75.6	74.4	74.4	74.4	19%	18%
Transaction Fees (\$3 per Title or Registration)	→ 7.60% to County General Funds (allocated by Registration Fees on Vehicles in Each County)								
	→ 7.60% to County Road Funds (allocated by miles of public Roads maintained)								
	→ 4.06% to Municipal Street Funds (allocated by property Tax net Taxable value)								
	→ 6.09% to County and Municipal General Funds (allocated by property Tax amounts due)								
Driver License Fees (\$10 per 4 year period + \$3 EDL + \$3 Driver Safety)	→ \$5 OR \$6 to Municipal, County OR Fee AGENTS								
	→ Remaining revenues from Transaction Fees go to:								
	→ 50% 50% to State Road Fund	1.0	1.1	1.1	1.2	1.2	1.2	0%	0%
	→ 50% 50% to County Road Fund (allocated by miles of public roads maintained)								
Total of Gasoline, Diesel, W/D & Registrations	→ \$6 OR \$7 per License to Municipal, County or Fee Agents								
	→ 100% of Remaining Drivers License Fee to S Road Fund	4.5	4.7	4.4	4.2	4.2	4.2	1%	1%
	→ 100% Limited License Fees to DWI Prevention and Education Fund								
	→ 100% DWI Reinstatement Fees and remainder of ID Cards to Local Gov. Road Fund								
	→ 100% Enhanced Drivers License Fee (\$3) to Taxation & Revenue Department								
	→ 100% Driver Safety Fee (\$3) to public schools for DWI education								
Total State Road Fund Revenues		\$340	348.7	345.7	355.8	355.8	355.8	92%	84%
Total NMDOT State Revenues		\$367	379.7	376.1	385.1	385.1	385.1	100%	91%
		\$412	419.1	415.6	423.4	423.4	423.4	NA	100%

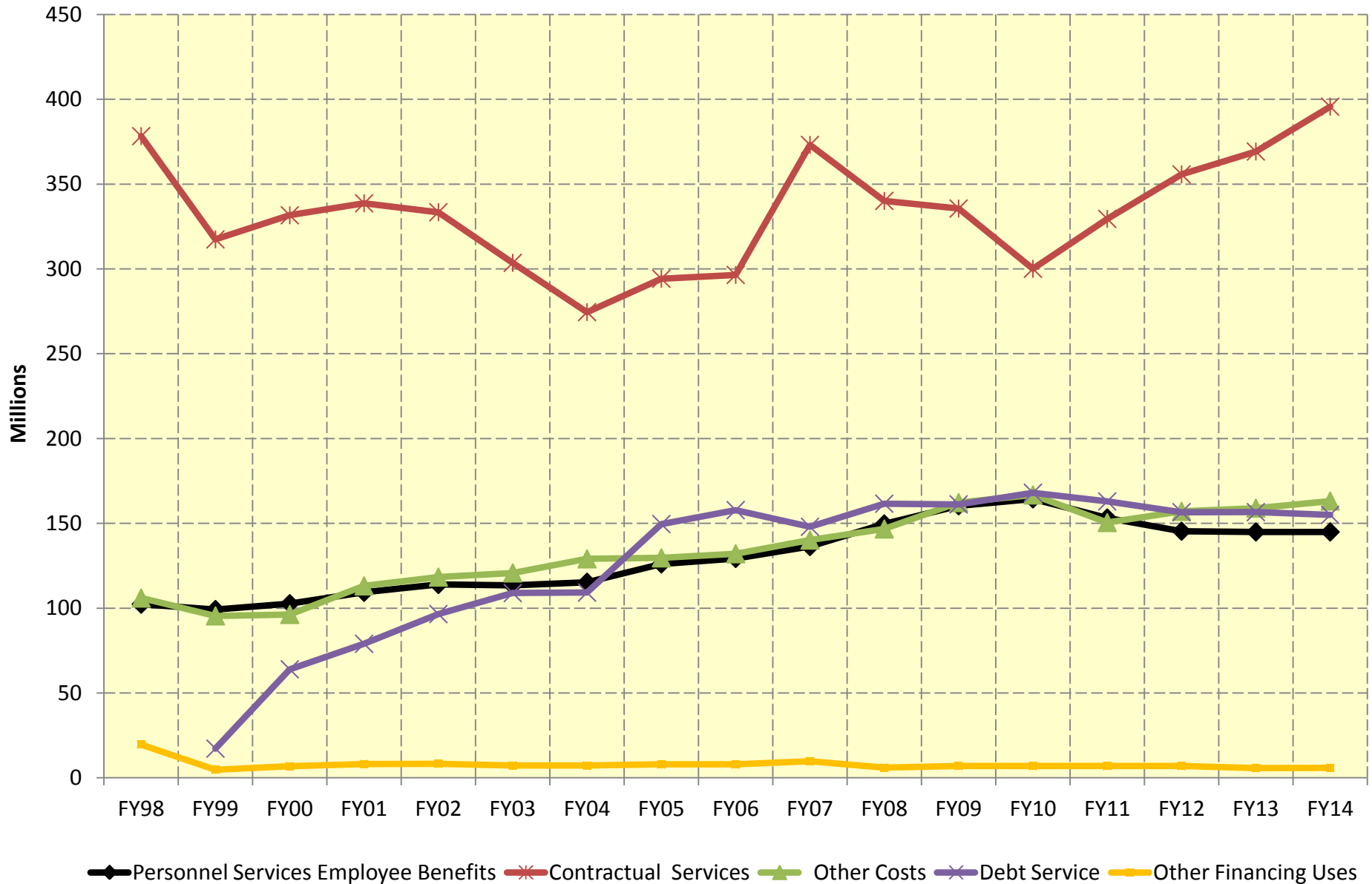
NMDOT Revenue by Source FY98-FY14



NMDOT Revenue

- **Also in 2004 there was a tax increase which was intended to net approximately \$60.0 million annually of additional revenue to help fund the new bond program and also assist in maintenance needs.**
 - Tax rates on diesel, weight distance, and vehicle registrations increased.
 - Excluding rate changes, Road Fund revenues have been and are expected to be relatively flat.
 - In fiscal year 2007 Road Fund revenues reached an all-time high of \$399 million but declined in the next three years along with the national recession. A return to the FY 2007 level isn't expected until after FY 2017.
- **The NMDOT staff worked extensively to clean up and close out federal projects during FY10-12, which attributed to an increase in federal revenue reimbursement.**

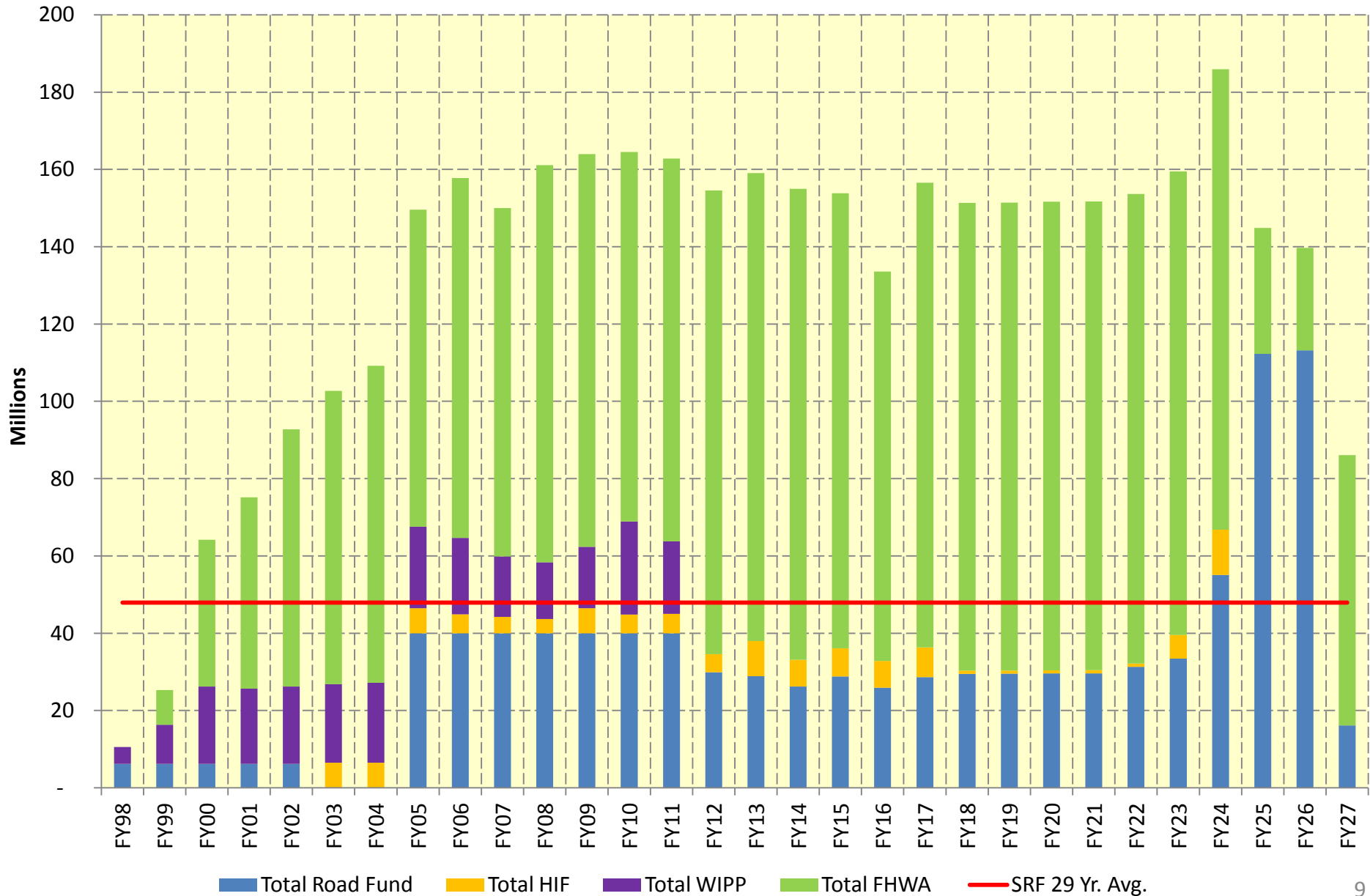
History of NMDOT Expenditures



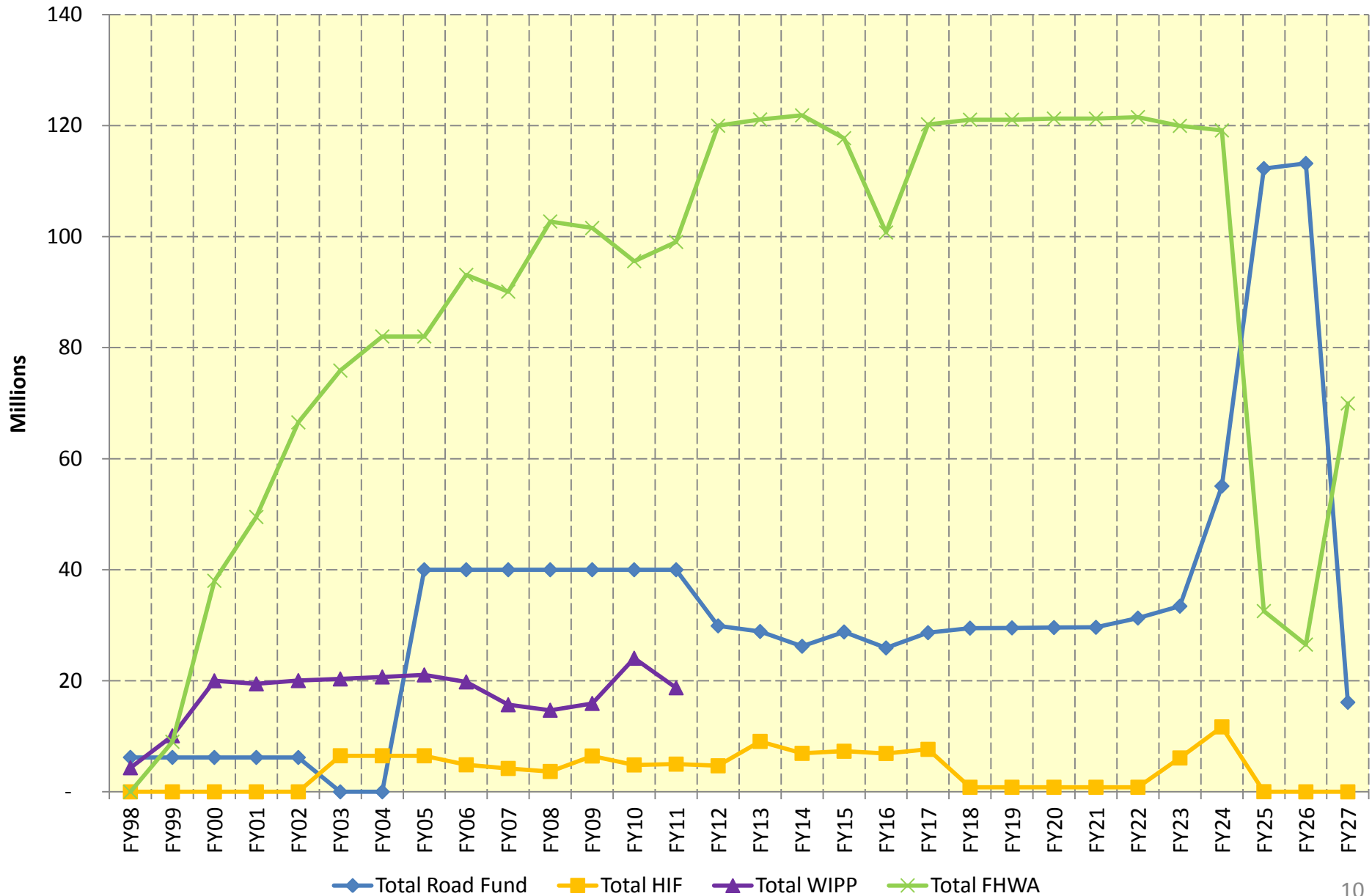
History of NMDOT Expenditures

- **The expenditures for the NMDOT over the last 16 years have remained fairly consistent, while revenues have remained flat. The NMDOT has been tasked with the challenge of providing additional service for the traveling public with limited revenue growth.**
 - **Contractual Services**
 - The contractual services expenditures are a reflection of the department's construction and maintenance activities. The trend over the last 16 years demonstrates that the NMDOT has continued to use a majority of its limited resources for the roads of New Mexico.
 - **Debt Service**
 - The debt service increased due to the issuance of additional debt under the authorization of \$1.585 million in 2003.
 - **Expenditures for Personnel Services Employee Benefits, other costs, and other financing uses reflect that support costs have remained flat over the years.**

Annual Debt Service by Revenue Source



Annual Debt Service by Revenue Source



History of NMDOT Bond Program

- **The NMDOT began issuing debt for state highway projects in 1998.**
 - The NMDOT issued several bonds in 1998, 2000, 2001 and 2002.
 - The NMDOT was also one of the first states to issue a Grant Anticipation Revenue Bond (GARVEE). These type of bond are issued as direct GARVEE bonds pledging solely Federal revenue.
 - The NMDOT also issued two bonds for the Waste Isolation Pilot Program (WIPP).
- **One major contributing factor to the increase in annual debt service between 2003 and 2004 was the authorization of \$1.585 billion in Bonds.**
 - The NMDOT issued and refunded several bonds in 2004, 2006, 2008 and 2010.
 - The total amount of new money bonds issued for construction projects during this authorization was \$1.350 billion.
 - The total amount of refunded bonds issued in 2004 was \$437.9 million. These refundings were completed to create capacity for new issuances during this authorization.

NMDOT State and Federal Annual Debt Service

- **Over the last 3 years the NMDOT has successfully completed several transactions to help reduce the overall cost to the state of New Mexico.**
 - In 2010 the NMDOT completed a refinancing which led to \$23.7 million savings.
 - In 2012 the NMDOT completed another refinancing which led to a \$31.9 million dollar savings.
 - In 2013 the NMDOT along with NMFA renegotiated the MOU between the two agencies reducing the administration fees for the Bond Program saving the NMDOT approximately \$2.4 million annually.
 - In 2013 the NMDOT also was successful in renegotiating the escrow agreement with BNSF for the Rail Runner to replace \$50.4 million in taxable bonds with a Line of Credit which reduced the annual cost and should save the NMDOT approximately \$19 million over the remaining years of the bond program.